

BRUNSWICK COUNTY THOROUGHFARE PLAN

COASTAL ZONE
INFORMATION CENTER



HE356.5.B7 870 1979

HE
356.5
B7
B78
1979

PREPARED BY: BRUNSWICK COUNTY PLANNING DEPARTMENT

This report was financed in part by the National Oceanic and Atmospheric Administration and the State of North Carolina, and meets the requirements of the North Carolina Coastal Area Management Act of 1974.

BRUNSWICK COUNTY THOROUGHFARE PLAN
PROJECT OBJECTIVES

A county thoroughfare plan enables the County government to become actively involved in the selection of improvements and new construction of its highways. This plan, if adopted by the Department of Transportation and Highway Safety, will become an active part in the states comprehensive transportation plan for Brunswick County.

A thoroughfare plan should be based on present and projected traffic volumes, topography, land-use, location of major traffic generators, origin-destination data, and other related consideration of mass transportation

The objectives of this plan are:

- 1) Develop short range, high priority rights-of-way
- 2) Develop priorities for county road improvements
- 3) Develop priorities for new road construction
- 4) Develop association between adopted land use plan and transit priorities.

TABLE OF CONTENTS

	<u>PAGE</u>
Introduction	1
Thoroughfare Planning Principles	2
Thoroughfare Classification System	3
Capacities And Deficiencies.	5
Analysis Of Existing System.	13
The Thoroughfare Plan	
Short Range Goals	15
Long Range Goals	16
Implementation	17

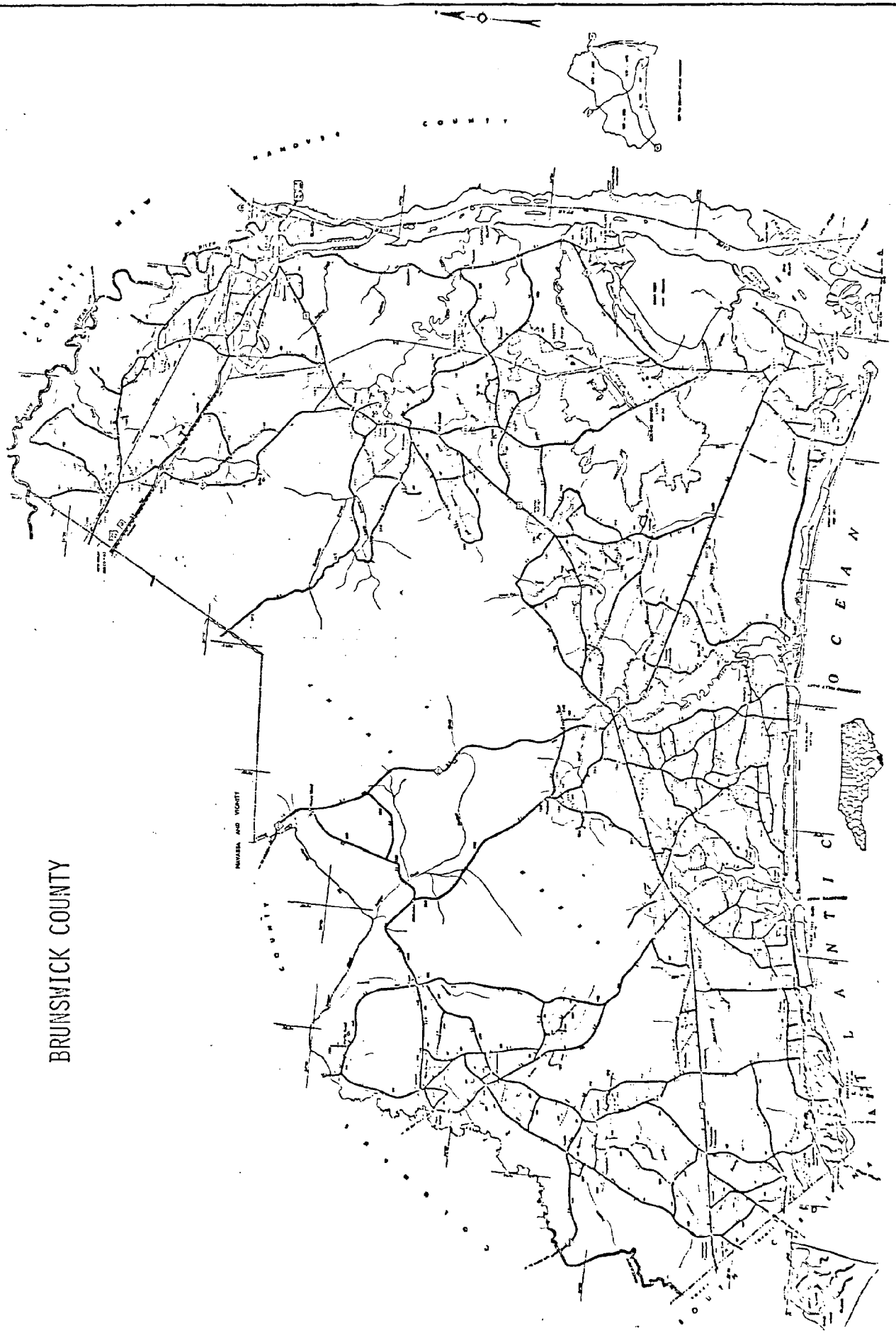
INTRODUCTION

The economic and social success of a community depends largely upon its overall transportation system. Unless people and materials can move easily from place to place an area will not develop to its potential. Streets, roads and highways are our links between these places. Realizing the key that these play, it becomes increasingly necessary to develop a good system to handle the present and future needs.

This Thoroughfare Plan is designed to provide a network of roads which will help to guide Brunswick County's growth into the early 1980s'.

The proposed improvements presented in this plan will become a part of the State's Road Improvement Plan for Brunswick County. It is important to remember that this is a general plan and will require updating periodically. This plan is designed to be a guide for future decisions.

BRUNSWICK COUNTY



THOROUGHFARE PLANNING PRINCIPLES

There are many benefits to be gained from thoroughfare planning. But the major objective is to assure that the road system is adequately developed to serve future travel desires.

The Department of Transportation cites two major benefits derived from thoroughfare planning. 1) Each road or highway can be designed to perform a specific function and to provide a specific level of service. 2) Local officials are informed as to future improvements.

Both of these allow for logical development. Construction costs can be cut, school and park officials can better locate their facilities, money can be saved in purchasing rights-of-way, developers can design subdivisions to function in a non-conflicting manner and there are many other benefites.

Streets, roads and highways serve two areas. First they provide mobility for the traffic which flows on them. Second they provide the adjacent land with access. These two factors become increasingly incompatible as there intensity increases. Congestion is the result.

The underlying concept of this thoroughfare plan is to provide a functional system of streets, roads and highways which will allow travel with ease and safety, thus minimizing the conflict between the traffic and the land.

COUNTY THOROUGHFARE CLASSIFICATION SYSTEM

The rural or County system consists of roads, streets and highways which are outside of urban planning boundaries. These facilities are classified into four categories:

PRINCIPAL ARTERIALS: These provide a network of continuous routes which serve corridor movements having trip lengths and densities of statewide or interstate travel. This system should serve all urban areas of over 50,000 population and a majority of those of 5,000 or greater population.

MINOR ARTERIALS: These provide a network which link cities, large towns, or other major traffic generators such as beach resorts. This system generally serves intercounty and interstate travel. These are designed for shorter trip lengths and smaller densities than principal arterials.

COLLECTOR ROADS: The collector roads serve primarily intracounty trips. This system is subclassed into-

Major Collectors: These routes provide service to the larger towns not served by the higher systems. It also links such traffic generators of intracounty importance such as shipping points, county parks, mining or agricultural areas, etc. They are also used to link smaller towns with larger cities and generally serve as the most important intracounty travel corridors.

Minor Collectors: These routes are used to bring all developed areas within a reasonable distance of a major collector. They are also used to connect local important traffic generators with the rural hinterland.

LOCAL ROADS: The local roads comprise all roads not described in one of the above. Ex: Subdivision streets, cul-de-sacs, etc.

This Chart shows the average percentage of all county rural miles that each system participate.

SYSTEM	PERCENT OF TOTAL RURAL MILES
Principal Arterial	2% - 4%
Principal Plus Minor Arterial	6% - 12%
Major Plus Minor Collectors	20% - 25%
Local Roads	65% - 75%

This Chart shows the percentages for Brunswick County

SYSTEM	PERCENTAGE TOTAL RURAL MILES
Principal Arterial	3%
Principal Plus Minor Arterial	6%
Major Plus Minor Collectors	25%
Local Roads	66%

BRUNSWICK COUNTY THOROUGHFARE SYSTEM

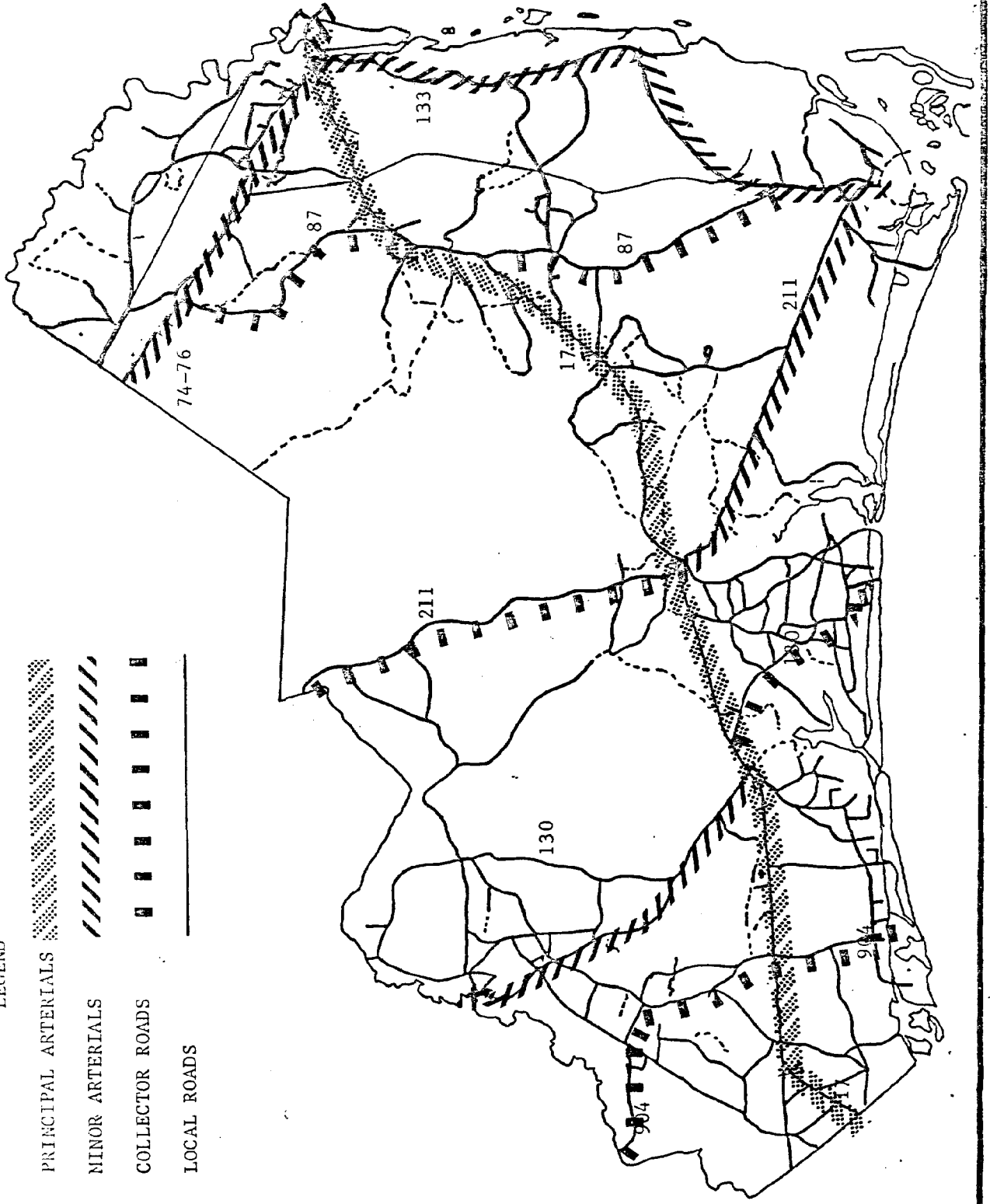
LEGEND

PRINCIPAL ARTERIALS

MINOR ARTERIALS

COLLECTOR ROADS

LOCAL ROADS



CAPACITIES AND DEFICIENCIES

The Department of Transportation supplied the Planning Department with average daily traffic counts for 1971 and 1976. Using pavement width, number of lanes, the A.D.T. counts, and capacity figures supplied by the Department of Transportation, percentages of capacity use were calculated for both 30 and 55 miles per hour. The following charts show these calculations for Brunswick County's major roads.

DESIGN CAPACITY AND PRESENT UTILIZATION OF BRUNSWICK COUNTY PRIMARY ROADS

PAVEMENT
WIDTH
NUMBER OF
LANES

ROAD	SEGMENT LOCATION	ADT	CAPACITY AT 30MPH	% OF UTILIZATION AT 30MPH	CAPACITY AT 55MPH	% OF UTILIZATION AT 55MPH
U.S. 17	N.C.-S.C. LINE	5,174	11,800	43.8%	3,000	172.4%
U.S. 17	S.R. 1304	5,980	11,500	50.6%	3,000	199.3%
U.S. 17	N.C. 130	7,280	11,800	61.6%	3,000	242.6%
U.S. 17	S.R. 1345	4,420	11,800	37.4%	3,000	147.3%
U.S. 17	S.R. 1115	3,800	11,800	32.2%	3,000	126.6%
J.S. 17	SOUTHERN CITY LIMIT-BOLIVIA	3,700	9,200	40.2%	2,300	160.8%
U.S. 17	N.C. 87	4,200	9,200	45.6%	2,300	182.6%
U.S. 17	S.R. 1438	8,320	9,200	90.4%	2,300	361.7%
U.S. 17	U.S. 74-76	13,900	9,200	151.0%	2,300	604.3%
U.S. 17	N.C. 133	15,000	16,000	93.7%	4,475	335.1%
U.S. 17	NEW HANOVER CO. LINE	33,800	23,600	143.3%	6,000	563.3%
U.S. 74-76	COLUMBUS CO. LINE	9,360	20,400	45.8%	5,300	176.6%
U.S. 74-76	N.C. 87	4,600	23,600	19.4%	6,000	76.6%
U.S. 74-76	LELAND TO BELVILLE	13,650	10,200	133.8%	2,500	546.0%
U.S. 74-76	U.S. 17	15,600	10,200	152.9%	2,500	624.0%
U.S. 74-76	S.R. 1438	9,100	10,200	89.2%	2,500	364.0%

DESIGN CAPACITY AND PRESENT UTILIZATION OF BRUNSWICK COUNTY PRIMARY ROADS

PAVEMENT
WIDTH
NUMBER OF
LANES

ROAD	SEGMENT LOCATION	PAVEMENT WIDTH NUMBER OF LANES	A.D.T.	CAPACITY AT 30MPH	% OF UTILIZATION AT 30MPH	CAPACITY AT 55MPH	% OF UTILIZATION AT 55MPH
N.C. 87	N.C. 133	20	2,600	9,200	28.2%	2,300	113.0%
N.C. 87	BOILING SPRING LAKES	24	1,820	11,800	15.4%	3,000	60.6%
N.C. 87	S.R. 1537	24	1,560	11,800	13.2%	3,000	52.0%
N.C. 87	U.S. 17	22	936	10,200	9.0%	2,500	37.4%
N.C. 87	MACO	22	975	10,200	9.0%	2,500	39.0%
N.C. 130	NORTH CITY LIMIT HOLDEN BEACH	18	2,236	8,250	27.1%	2,100	106.4%
N.C. 130	S.R. 1124	20	1,560	9,200	16.9%	2,300	67.8%
N.C. 130	S.R. 1134	18	4,550	8,250	55.1%	2,100	216.6%
N.C. 130	WEST CITY LIMIT-SHALLOTTE	20	1,450	9,200	15.7%	2,100	63.0%
N.C. 130	S.R. 1335	20	1,820	9,200	19.7%	2,300	79.1%
N.C. 130	COLUMBUS CO. LINE	20	1,680	9,200	18.2%	2,300	73.0%
N.C. 133	SOUTH CITY LIMIT YAUPON BEACH	20	4,225	9,200	45.9%	2,300	183.6%
N.C. 133	NORTH CITY LIMIT YAUPON BEACH	20	5,577	9,200	60.6%	2,300	242.4
N.C. 133	N.C. 211	20	7,300	9,200	84.7%	2,300	339.1%
N.C. 133	N.C. 87	29	4,160	11,800	35.2%	3,000	138.6%

DESIGN CAPACITY AND PRESENT UTILIZATION OF BRUNSWICK COUNTY PRIMARY ROADS

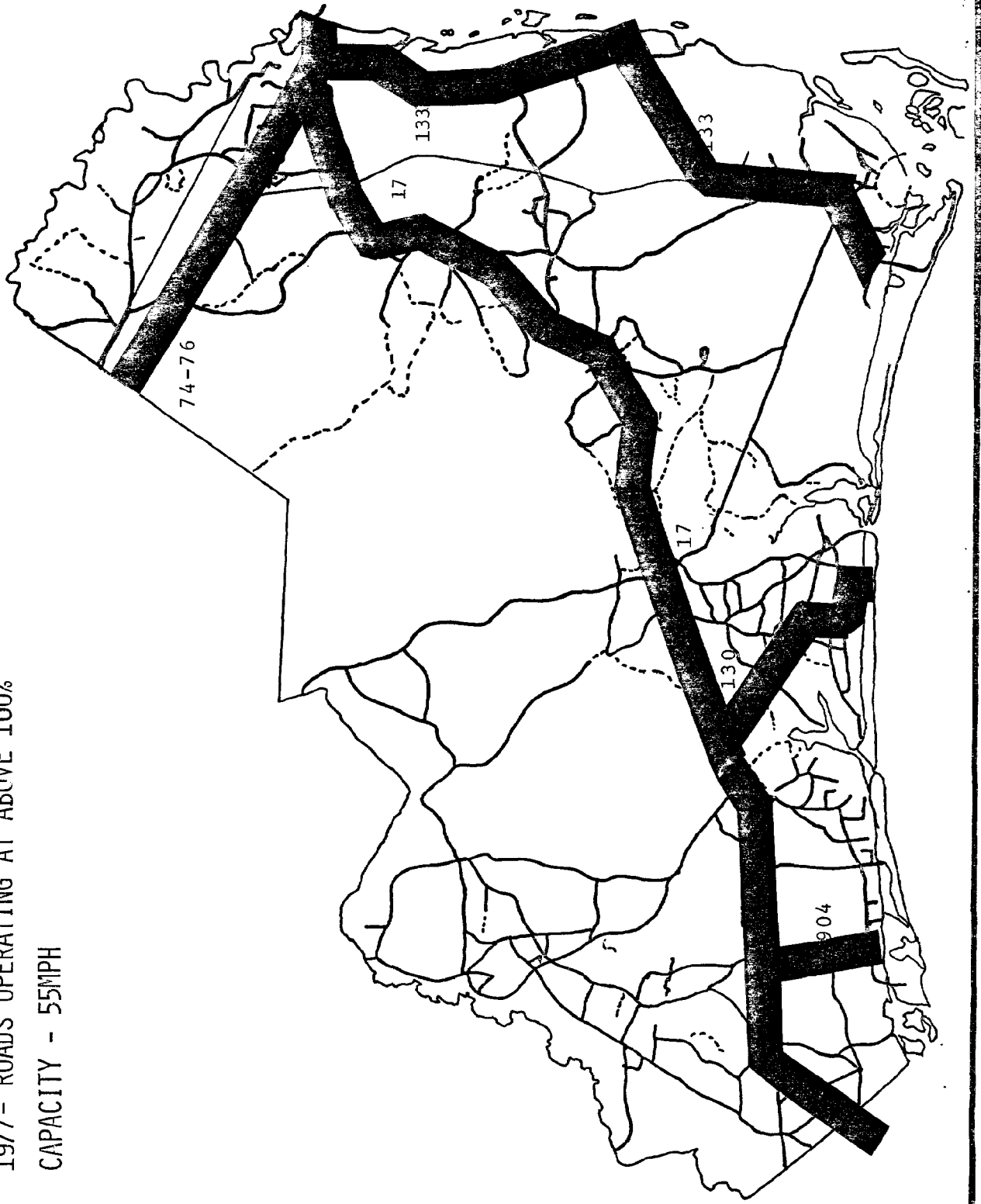
PAVEMENT
WIDTH
NUMBER OF
LANES

ROAD	SEGMENT LOCATION	PAVEMENT WIDTH NUMBER OF LANES	ADT	CAPACITY AT 30MPH	% OF UTILIZATION AT 30MPH	CAPACITY AT 55MPH	% OF UTILIZATION AT 55MPH
N.C. 133	S.R. 1518	18	4,030	8,250	48.8%	2,100	191.9%
N.C. 133	1 MILE SOUTH OF 17-74-76	18	3,770	8,250	45.6%	2,100	179.5%
N.C. 133	U.S. 17-74-76	18	2,470	8,250	29.9%	2,100	117.6%
N.C. 211	N.C. 133	22	4,290	10,200	42.0%	2,500	171.6%
N.C. 211	S.R. 150U	24	2,730	11,800	23.1%	3,000	91.0%
N.C. 211	U.S. 17	24	2,990	11,800	25.3%	3,000	99.6%
N.C. 211	NORTHSIDE U.S. 17	18	1,690	8,250	20.4%	2,100	80.4%
N.C. 211	COLUMBUS COUNTY LINE	18	520	8,250	6.0%	2,100	24.7%
N.C. 904	COLUMBUS COUNTY LINE	18	660	8,250	8.0%	2,100	31.4%
N.C. 904	S.R. 1321	18	850	8,250	10.0%	2,100	40.4%
N.C. 904	S.R. 1312	18	1,800	8,250	21.8%	2,100	85.7%
N.C. 904	U.S. 17	20	1,560	9,200	16.9%	2,300	67.8%
N.C. 904	SOUTH OF U.S. 17	18	1,430	8,250	17.3%	2,100	68.0%
N.C. 904	GAUSE LANDING	18	2,340	8,250	28.3%	2,100	111.4%
N.C. 904	NORTH CITY LIMITS O.I.B.	18	2,730	8,250	33.0%	2,100	130.0%

DESIGN CAPACITY AND PRESENT UTILIZATION OF BRUNSWICK COUNTY PRIMARY ROADS

ROAD	SEGMENT LOCATION	PAVEMENT WIDTH NUMBER OF LANES		ADT	% OF UTILIZATION AT 30MPH		% OF UTILIZATION AT 55MPH	
					CAPACITY AT 30MPH		CAPACITY AT 55MPH	
S.R. 1115	U.S. 17	18	2	1,235	8,250	14.9%	2,100	58.8%
S.R. 1120		18	2	1,105	8,250	13.3%	2,100	52.6%
S.R. 1154		20	2	975	9,200	10.5%	2,300	42.3%
S.R. 1163		18	2	390	8,250	4.7%	2,100	18.5%
S.R. 1163		22	2	1,950	10,200	19.1%	2,500	78.0%
S.R. 1165		18	2	780	8,250	9.4%	2,100	37.1%
S.R. 1419		22	2	1,950	10,200	19.1%	2,500	78.0%
S.R. 1426	S.R. 1419	18	2	2,340	8,250	28.3%	2,100	111.4%
S.R. 1426		24	2	3,250	11,800	27.5%	3,000	108.3%
S.R. 1430		18	2	2,080	8,250	25.2%	2,100	99.0%
S.R. 1435		18	2	3,250	8,250	39.3%	2,100	154.7%
S.R. 1437	U.S. 74-76	18	2	1,300	8,250	15.7%	2,100	61.9%
S.R. 1438	U.S. 17	18	2	1,430	8,250	17.3%	2,100	68.0%
S.R. 1500	U.S. 17	18	2	780	8,250	9.4%	2,100	37.1%

BRUNSWICK COUNTY THOROUGHFARE SYSTEM
1977- ROADS OPERATING AT ABOVE 100%
CAPACITY - 55MPH



Another accepted deficiency indicator is accidents. In areas where accidents are frequent, it can be concluded that the road is deficient in design. Combining the sections of roadways which are dangerous in design with sections which are operating above 100% capacity, results in what should be considered top priority situations for road improvement. The following chart shows the high accident locations for 1976 and 1977.

1976 HIGH ACCIDENT LOCATIONS

ROUTE NUMBER	LOCATION	ACCIDENT RATE/YEAR	EXPECTED RATE
N.C. 133	Intersection SR 1529	12.61	177.75
U.S. 17	US74-76 and N.C. 133	3.46	13.75
U.S. 74-76	SR1435 - SR1437	1.90	10.53
U.S. 74-76	SR1462 - SR1472	2.41	14.62

1977 HIGH ACCIDENT LOCATIONS

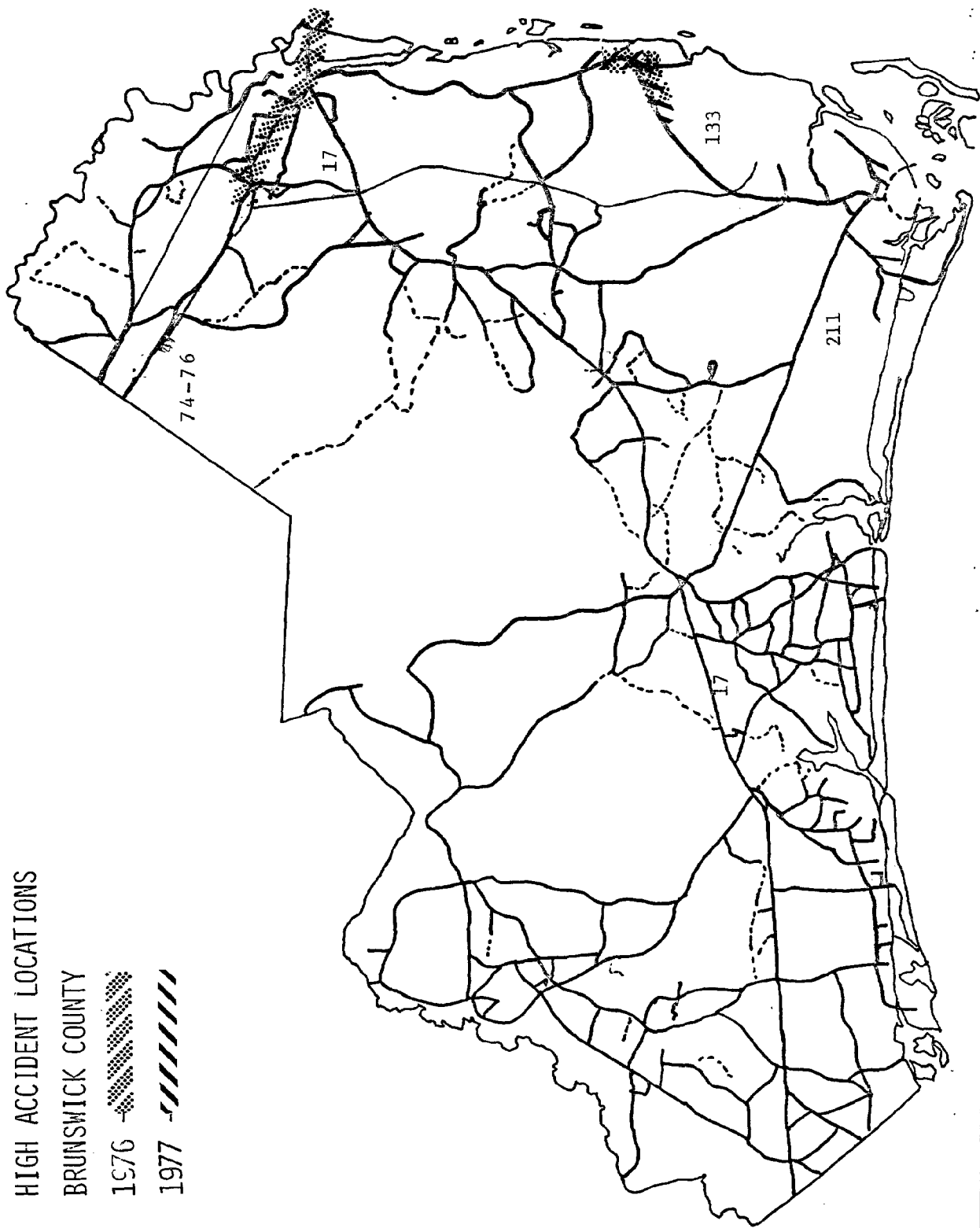
ROUTE NUMBER	LOCATION	ACCIDENT RATE/YEAR	EXPECTED RATE
N.C. 133	SR1529-SR1529	12.76	111.74

HIGH ACCIDENT LOCATIONS

BRUNSWICK COUNTY

1976

1977



The Department of Transportation continually implements an improvements program. Many of their proposed projects in 1977 were aimed at alleviating part of the problems identified in the capacity deficiency section of this report. As of June 30, 1977 the status of these projects were as follows.

PROJECT STATUS LIST
JUNE 30, 1977

ROUTE NUMBER	LOCATION	IMPROVEMENT	COSTS
U.S.74-76	SR1885	Install Cross-over	\$ 3,297
U.S.17-74-76	N.C.133 (Bridge)	35 MPH Speed Zone	100
U.S.74-76	SR1418	Widened to 4- Lane, Divided Resurfaced	33,000
U.S.17	SR1402	Bridge End Delineators Erected	100
U.S.74-76	SR1426	Speed Limit Reduced To 45 MPH	50
U.S.74-76	SR1435	Speed Zone Reduced To 45MPH	50
U.S.17-74	Between U.S. 17 And N.C.133	Investigated No Improvement Recommended	
U.S.74-76	SR133 Between U.S. 17	Investigated No Improvement Recommended	
U.S.74-76	W Of U.S.17	Investigated No Improvement Recommended	

U.S.17-74	NC133	No Improvement Recommended	
U.S.17	U.S.17	No Improvement Recommended	
N.C.133	SR1529	Safety List	
SR1426	And The Entrance To Du Pont Plant	Installation Of 2-Phase Fully Actuated Traffic Signal	\$ 2,728
U.S.74-76	SR1452	Relocate Crossover And Extended Left Turn Lane In Medium Of US74-76 & SR1452 AT Dupont Warehouse Entrance	5,577
U.S.17	N.C904	Install Overhead Bouncing Ball Type Flasher	652
N.C.211	N.C.133	Provide Widening For A Separate Left Turn Lane On N.C. 211	8,699
U.S.74-76	And Salisbury Labor Industry Entrance	Construct A Median Crossover With Left Turn Lane For Each Direction	9,000
U.S.17	Int. N.C.87 At Bell Swamp	Pavement Re- surfaced and Marked	2,019
U.S.17	U.S.74-76-N.C.133	Safety List	
U.S.17	U.S.74-76	Install A 3-Phase Fully Actuated Signal and Channelize	10,329
U.S.74-76	N.C. 133	Widen US74-76 From The Bruns River Bridge 1100 Ft. West Of Int U.S.74-76 Also, Widen N.C. 133 For 150 FT	24,508
U.S.17	N.C.211	Install Flasher Accident Potential	322

U.S.74-76	SR1435	Safety List	
U.S.75-76	SR1435-1437	Install Channelization & Widening	\$ 1,825
U.S.74-76	SR1435-1437	Widen For Left Turn Lanes and Install A 3-Phase Fully Actuated Traffic Signal	14,392
U.S.74-76	SR1462-1472	Safety List	
U.S.74-76	SR1462	No Improvements Recommended	
U.S.17-74	74-76 At N.C.133	Under Investigation	
U.S.17-74	74-76 At U.S.421 N.C.133 SR1352	No Improvements Recommended	
SR1426	R/R Crossing	Automatic Warning Device	9,447
SR1438	R/R Crossing	No Improvement Recommended	
72 Miles of Secondary Roads		Provide Pavement Marking Under 1973 Highway Safety Act, Section 205 Pavement Marking Demonstration	26,208
U.S.74-76	From Leland Cape Fear River	No Improvements Recommended	
SR1163	AR1166	Install A 2-Phase Fully Actuated Signal And Construct An Island	2,762
US117	SR1985-SR1177	Improve Driveway Channelization & Construct Center Left Turn Only Lane, Pave With Coarse Aggregate	92,500
SR1177	Railroad	Install Electric Flashing Signal Protection	22,000

SR1331	R/R	Eng. And Installation Of Signal 1973 Highway Safety Act Section 230	29,000
191 Miles Of Secondary Roads		Provide Pavement Marking Under 1973 Highway Safety Act, Section 205 Pavement Marking Demonstration	50,181

The Department of Transportation also carries on a Comprehensive Planning Process. These plans are designed around a seven year time framework. The latest seven year plan (1976-1983) calls for the following projects for Brunswick County.

INTERSTATE PROGRAM - No planned projects

RURAL PRIMARY PROGRAM

Route Number	Location	Fiscal Year	Type Work	Cost In Thousands
U.S. 17-74	Vicinity of Brunswick River	1977-78	N/A	N/A
U.S. 17	N.C. 87 (Bell Swamp)	1978-79	ROW	3,000
		1981	GS	10,700
		1983	P	4,600
U.S. 17	N.C. 211 To S.C. State Line	1981	ROW	2,000
		1982	ROW	2,000

*ROW-Requisition of rights-of-way
P-Paving
GS-Grading

URBAN PROGRAM-Major PROJECTS, No planned projects

URBAN PROGRAM-MINOR PROJECTS, No planned projects

FEDERAL-AID SPECIAL BRIDGE REPLACEMENT PROGRAM, No planned projects

LANDSCAPE AND SCENIC PROJECTS, No planned projects

JUNKYARD SCREENING PROJECTS

DESCRIPTION	COST
Screening junkyard on U.S. 74-76 0.1 mile East of SR1425 (Fiscal Year 1981)	15,000
Screening junkyard on U.S. 17 .04 mile North of SR 1407 (Fiscal Year 1981)	15,000

"PERSONALIZED LICENSE FUNDS" PLANTING PROJECTS, No planned projects

WELCOME CENTERS

Welcome center/rest area on U.S. 17, Northbound, near the South Carolina State Line. Right-of-way, grading, paving and the rest area portion of the service building are proposed to be included with roadway improvements to U.S. 17 and financed by the Department of Transportation. The welcome center portion of the service building is to be financed by the Division of Travel Development. Planned for fiscal year 1982 at a cost of \$421,000.

SECTION 203-RAILROAD-HIGHWAY CROSSING PROGRAM. No planned projects

SECTION 205-PAVEMENT MARKING PROJECTS. Brunswick County 15 crossings, cost \$6,000

SECTION 209 - HIGH HAZARD SAFETY PROGRAM. No planned projects

SECTION 210-ROADSIDE OBSTACLE ELIMINATION PROGRAM. No planned projects

SECTION 230-SAFER ROADS DEMONSTRATION PROGRAM. No planned projects

RAILROAD CROSSING PROGRAM ON FA SYSTEM. No planned projects

RAILROAD CROSSING PROGRAM OFF FA SYSTEM. No planned projects

STATE BRIDGE REPLACEMENT PROGRAM. No planned projects

FISCAL YEAR 1977-STATE-FEDERAL AID
SAFER-OFF SYSTEM PROGRAM

<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>COST</u>
1438	Realign three curves on SR1438 between U.S. 17 and U.S. 74-76	80,000

ANALYSIS OF EXISTING SYSTEM

In summarizing the existing thoroughfare system, we will use three primary indicators. The Average Daily Trips or average number of vehicles which use a road on a particular day; the calculated capacity of a particular road and the percentage of that capacity which is being filled; and high or frequent accident locations.

We can postulate that as any one of these three indicators increase a subsequent increase will occur in the other two. In reality, as trips increase, the design capacity nears 100%, and the actual and expected rates of accidents also increase.

In Brunswick County five primary routes are operating at above 100% capacity. 1) U.S. 17 which is a principal arterial. Its average capacity is 2700 vehicles, and its average daily travel count is 9600. It is operating overall at 281.25%. This is 181.25% above what U.S. 17 was designed for. 2) U.S. 74-76 which is a minor arterial. Its average capacity is 3,760 vehicles/day. Its average daily travel figure is 10,462. It is operating at 360%. This 260% above its design capabilities. 3) N.C.133, which is a minor arterial. Its average capacity is 2,314 vehicles/day. Its average daily traffic count is 4,576. It is operating at 199%. This is 99% above its designed capacity. 4) There are two sections of N.C. 130 which are deficient in design. These two are sections were designed for 2,100 cars/day. The ADT figure is 3,393. These sections of roadway are operating at 161.5% or 61.5% above their design capacity. 5) There are also two sections of N.C. 904 which are operating at above 100% capacity. N.C. 904 is a collector road. Its ADT count is 2,535. Its average design capacity is 2100. It is operating at 20.7% above design capabilities.

The high accident locations are found, as we could have postulated, on routes operating at above 100% capacity. There are four major areas which the Department of Transportation considers high risk for Brunswick County. The number one area is located on N.C. 133 at the intersection of SR1529. This is the access road to Orton Plantation. It is complicated by a severe curve and a bridge. The accident rate for this area in 1977 was 12.76/year, the expected rate was 111.74. The number two risk area is on U.S. 74-76 at the intersection of SR's 1462 and 1472. The 1976 accident rate was 2.41/year with an expected rate of 14.62. The third major area is on U.S. 17 at the intersection of U.S. 74-76 and N.C. 133. The 1976 accident rate was 3.46 and the expected rate was 13.75%. Number four is also located on U.S. 74-76. The accident location is at the intersection of SR's 1435 and 1437. The 1976 accident rate was 1.90 and the expected rate was 10.53.

In formulating a plan for future transportation needs we must first deal with these existing deficiencies.

THE THOROUGHFARE PLAN

This plan, if adopted by the Board of County Commissioners of Brunswick County and by the Department of Transportation, should become a part of the States overall transportation improvement plan for Brunswick County.

SHORT RANGE GOALS

1. The top priority is to eliminate the areas identified as overcrowded and accident prone. It is therefore proposed that N.C. 133 be upgraded to a minor arterial with a design capacity of 4,000 vehicles/day. This proposal includes widening, straightening curves and resurfacing from the intersection of N.C. 87 to the intersection of U.S. 17. (P.1 of Map)
2. Upgrade U.S. 17 in accordance with the States 1990 functional plan. This project is funded and has a tentative completion date of 1985. (P. 2 of Map)
3. Upgrade U.S. 74-76 also in accordance with the State's 1990 functional plan. This project is already funded and near completion. (P. 2 of Map)
4. Upgrade N.C. 211 from Southport to SR1500 at Smith to design capacity of 3,000 vehicles/day. (widen existing two lane increase shoulder resurface), (P. 3 of Map)
5. Upgrade N.C. 211 from Supply to Columbus County line to design capacity of 3,000 vehicles/day. (widen existing two lanes, increase shoulder resurface). (P. 3 of Map)
6. Upgrade SR1500 from Smith at N.C. 211 to Bolivia at U.S. 17 to a major collector. (Resurface, straighten curves, increase shoulder upgrade to 2,000 vehicles/day design. (P. 4 of Map)
7. Resurface SR1112 from N.C. 211 to Sunset Harbor, SR115 from Supply to Holden Beach City Limit, N.C. 130 from U.S.17 at Shallotte to Holden Beach City Limit, and N.C. 904 from Grissettown to Gause Landing. (P. 5 of Map)

BAKSHICK COUNTRY THROUGHFARE PLAN

SHORT RANGE GOALS

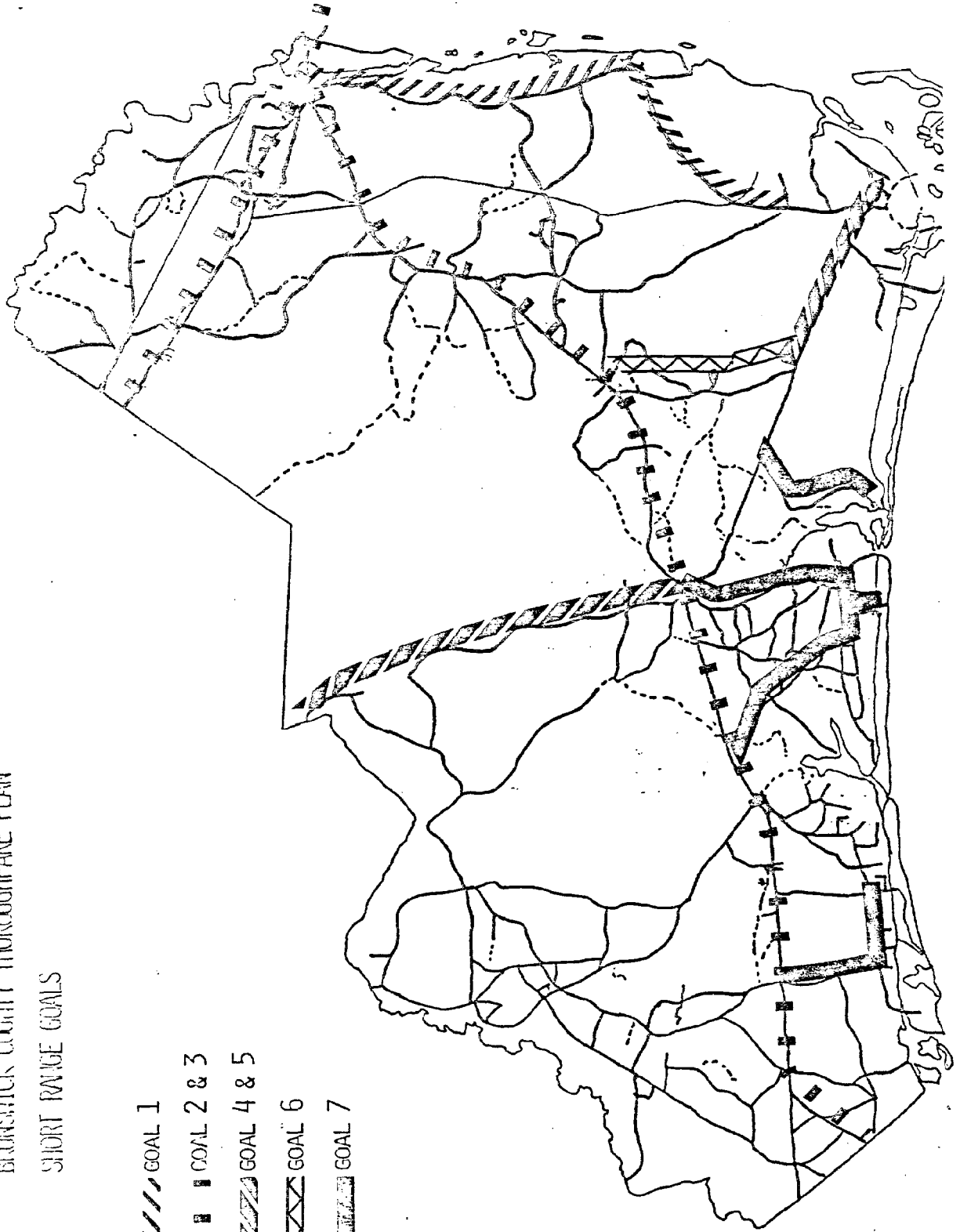
GOAL 1

GOAL 2 & 3

GOAL 4 & 5

GOAL 6

GOAL 7



LONG RANGE GOALS

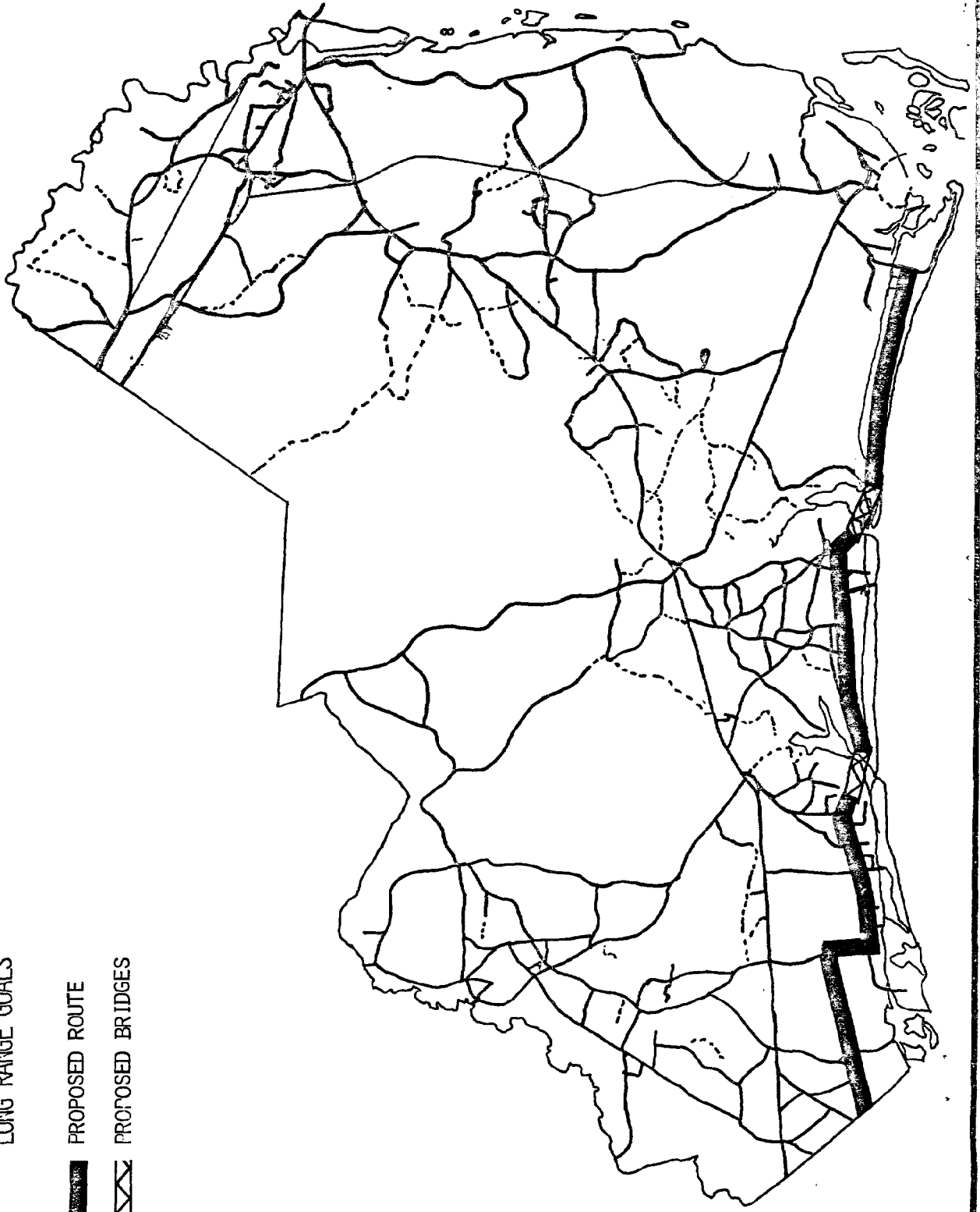
Construct a major East-West link along Brunswick County's barrier island beaches. This proposal is parallel to the State's 1990 functional plan. The East-West link will begin at N.C. 133 at Yaupon Beach, upgrade Oak Island Drive to a major collector to the end of Oak Island, construct a bridge linking Long Beach with SR 1119 across Lockwoods Folly Inlet. From there continue the major collector to N.C. 130, follow N.C. 130 to SR 1139, to SR 1137, to SR 1138. At that point, construct a bridge from the end of SR 1138 to Little Beach across the Shallotte Inlet. From there continue the major collector on SR 1155 to SR 1156, to N.C. 904 in Gause Landing. The follow N.C. 904 to SR 1163 and on to the South Carolina State Line.

BUNSWICK COUNTY THOROUGHFARE PLAN

LONG RANGE GOALS

PROPOSED ROUTE

PROPOSED BRIDGES



IMPLEMENTATION

This Thoroughfare Plan must first be adopted by the Brunswick County Commissioners. The Commissioners must then request the State Highway Commission to review the Plan. They make their recommendations and if both approve, the Plan becomes a part of the States development plan for Brunswick County.

Actual construction of these proposals is contingent upon the availability of funding on the State and Federal levels. Brunswick County has two effective tools it can use to help the successful implementation of this plan. A) Subdivision Controls: Through subdivision regulations every subdivider is required to submit his plan for proposed streets. The district engineer has an opportunity to comment on the proposed design. The Planning Board also has the opportunity to insure that the plan conforms with the Thoroughfare Plan so that construction of subdivision streets meets the State's standards. This reduces maintenance cost and facilitates easy transfer of the streets to the State system. B) Zoning Regulations: The County has the opportunity to use zoning regulations along with the adopted Land Use Plan to insure appropriate development along roads and highways. The zoning ordinance can improve highway safety by requiring sufficient setbacks for buildings, to provide adequate sight distances, and to provide for off-street parking.

ENVIRONMENTAL ASSESSMENT

The road construction proposals presented in this plan will have no adverse environmental effects. This is due to the fact that existing rights-of-way and existing roadways will be used for all improvements with the exception of the bridge construction in the long-range proposals. Pursuant to the adoption of the Coastal Area Management Act, the proposed bridge construction lies in an Area of Environmental Concern. This is not to say that construction is eliminated from this area, but it should be noted that it could possibly be necessary for a major permit application to be filed with the Coastal Resources Commission. Should a construction permit be granted, strict procedures to preserve the inlet structures and migration patterns should be adhered to.

COASTAL ZONE
INFORMATION CENTER

